

which fido is being used, if anything should happen in the way of a blown tire or something like that which caused the aircraft to swing off the runway, it would create the equivalent of putting it over a blow-torch with, perhaps, unfortunate results.

So the tendency has been to carry on development for landing under conditions of low visibility, rather than to concentrate on methods of fog dispersal.

The CHAIRMAN: Shall item 4 carry?

Carried.

Item 5 "Hangar and Shop Facilities". I believe, Mr. McGregor, you have already given the answer to this item.

Mr. DREW: In that case, there is again the same situation with an estimate of \$324,529.88 for 1949 but with an actual expenditure last year of only \$98,533.75, leaving a total which you did not spend in the sum of \$226,000 last year. Does that relate to the airports you mentioned?

Mr. MCGREGOR: A large portion of it, does, yes.

Mr. DREW: You are not otherwise curtailing your development of airport facilities?

Mr. MCGREGOR: Well, hangar and shop facilities have nothing to do with airports except that they may be situated on the airport.

Mr. DREW: Yes. I meant that in the way of servicing at airports?

Mr. FRASER: You have your own equipment at Gander?

Mr. MCGREGOR: Yes.

Mr. FRASER: And I think you mentioned that you are putting in equipment to look after your own at Tampa?

Mr. MCGREGOR: No. We are using somebody else's.

Mr. POULIOT: As a matter of security, do you get in touch with the National Research Council for tests of planes and plane parts?

Mr. MCGREGOR: Yes.

Mr. POULIOT: All the time!

Mr. MUTCH: With respect to "Shop Facilities", has there been any reduction in shop facilities at Stevenson Field in the last year?

Mr. MCGREGOR: No.

The CHAIRMAN: Shall item 5 carry?

Carried.

Item 6 "Ramp Facilities".

Mr. DREW: In this case there was an estimate made for last year in the sum of \$146,268.35 while the actual expenditure was only \$82,654.58, leaving an unexpended balance of the estimate in the sum of \$64,000.

Mr. MCGREGOR: Yes.

Mr. DREW: Whereas it seems for this year you estimate a total expenditure of \$56,170.76. What is the situation there?

Mr. MCGREGOR: That was the decision or rather the revised decision not to purchase rather expensive components at one or two airports which were not carrying as much traffic as others, for cabin ground cooling equipment.

Mr. FRASER: Well, have you got any wintertime heating facilities? I noticed that plane doors have been left open when pilots are loading and one thing and another and planes get exceedingly cold. One party said to me that they thought that was one reason why, in wintertime, people are subject to air sickness, and why they become air sick so quickly on leaving the ground—because